Claims

1-10 Canceled

11. (New) A method for indirectly detecting pressure loss on a motor vehicle wheel, the method comprising:

determining one or more parameters used to determine pressure loss of a motor vehicle wheel, wherein the one or more parameters is derived from a wheel acceleration.

12. (New) The method according to claim 11 further comprising:

evaluating the wheel acceleration when one or more defined driving conditions prevail, wherein straight travel is one of the defined driving conditions.

13. (New) The method according to claim 12, wherein a minimum and a maximum of the wheel acceleration of each individual vehicle wheel is determined in a predetermined time interval (T0).

14. (New) The method according to claim 13, wherein a difference (Sample_acc) is produced, for each wheel, from the minimum and the maximum of the wheel acceleration.

15. (New) The method according to claim 14, wherein a reference value is produced from the differences (Sample_acc) of the individual time intervals (T0) over a time (T1) stretching over several time intervals (T0).

16. (New) The method according to claim 15, wherein an alarm is triggered when the difference (Sample_acc) exceeds a first limit value (THRESH 1).

17. (New) The method according to claim 16, wherein the alarm is suppressed when at least one further difference (Sample_acc) of another vehicle wheel has exceeded a second limit value (THRESH 2).

18. (New) The method according to claim 16, wherein the alarm is suppressed when one or more situations is detected in the vehicle, wherein the one or more situations include at least one of a rough road section, a non-uniform roadway coefficient of friction, or driving on snow and ice.

19. (New) The method according to claim 10, wherein evaluation of the wheel acceleration is suppressed when other systems influencing the wheel acceleration, such as an anti-lock system, traction control system, electronic stability system, etc., are active.

20. (New) A computer program product for indirectly detecting pressure loss on a motor vehicle wheel, said computer program comprising:

a code segment for determining one or more parameters used to determine pressure loss of a motor vehicle wheel, wherein the one or more parameters is derived from a wheel acceleration.

21. (New) The computer program according to Claim 20 further comprising:

a code segment for evaluating the wheel acceleration when one or more defined driving conditions prevail, wherein straight travel is one of the defined driving conditions.

22. (New) The computer program according to claim 21, wherein a minimum and a maximum of the wheel acceleration of each individual vehicle wheel is determined in a predetermined time interval (T0).

23. (New) The computer program according to claim 22, wherein a difference (Sample_acc) is produced, for each wheel, from the minimum and the maximum of the wheel acceleration.

24. (New) The computer program according to claim 23, wherein a reference value is produced from the differences (Sample_acc) of the individual time intervals (T0)

over a time (T1) stretching over several time intervals (T0).

25. (New) The computer program according to claim 24, wherein an alarm is triggered when the difference (Sample_acc) exceeds a first limit value (THRESH 1).

26. (New) The computer program according to claim 25, wherein the alarm is suppressed when at least one further difference (Sample_acc) of another vehicle wheel has exceeded a second limit value (THRESH 2).

27. (New) The computer program according to claim 25, wherein the alarm is suppressed when one or more situations is detected in the vehicle, wherein the one or more situations include at least one of a rough road section, a non-uniform roadway coefficient of friction, or driving on snow and ice.

28. (New) The computer program according to claim 20, wherein evaluation of the wheel acceleration is suppressed when other systems influencing the wheel acceleration, such as an anti-lock system, traction control system, electronic stability system, etc., are active.